

U.S. DEPARTMENT OF
Patent and Trademark

DOCUMENT RETRIEVAL REQUEST FORM

Requester's Name: F. W. Ifer SAE Case Serial Number: 2644 Art Unit/Org.: 2644

Phone: 85-4386 Fax: - Building: PIC 2 8 Room Number: 46

Class/Sub-Class:

Date of Request: Date Needed By:

Paste or add text of citation or bibliography: Paste Citation Only one request per form. Original copy only.

Author/Editor:

Journal/Book Title: Cycle

Article Title:

Volume Number: 36 Report Number: Pages: 62-3+

Issue Number: Series Number: Year of Publication: Oct 1985

Publisher:

Remarks: pls see attached

415406

Monthly Accession Number:

Library Action	PTO.		LC		NAL		NIH		NLM		NIST		Other
	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd	
Local Attempts													
Date	<u>10/7</u>												
Initials	<u>KJ</u>												
Results	<u>ILL</u>												
Examiner Called													
Page Count													
Money Spent													
Source													
Remarks/Comments 1st and 2nd denotes time taken to a library		Ordered From:		<u>BHL ordered & complete faxed</u>									
ON - Under NLM means Overnight		Comments:											

11/3,K/11

DIALOG(R) File 141:Readers Guide

(c) 2002 The HW Wilson Co. All rts. reserv.

00551633 H.W. WILSON RECORD NUMBER: BRGA85051633

Clouds on wheels.

AUGMENTED TITLE: Yamaha Venture, Kawasaki Voyager, Suzuki Cavalcade and Honda Gold Wing LTD

Lee, Ken.

Cycle v. 36 (Oct. 1985) p. 62-3+

ABSTRACT: Four Japanese top-of-the-line touring motorcycles are compared: the Yamaha Venture, Kawasaki Voyager, Suzuki Cavalcade, and Honda Gold Wing LTD. All feature elaborate stereo systems, adjustable suspensions, LCD instrumentation, and cruise control, and all carry hefty price tags.

Bill Isen

Rust

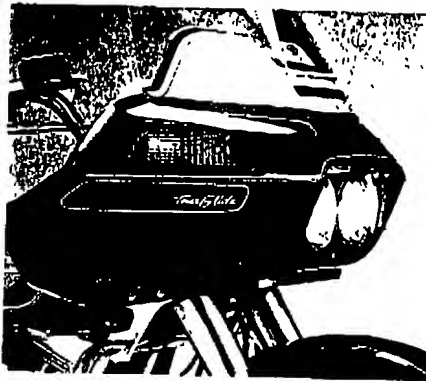
BEST AVAILABLE COPY

BEST AVAILABLE COPY

FLTC TOUR GLIDE

life, even down an incline, is as ticklish a proposition as bump-starting a rhinoceros, and the full weight of an FL full-dresser makes itself felt when bench-pressed against 8.5:1 compression.

And fully dressed the Tour Glide, or rather the Tour Glide Classic, certainly is. The FLTC's \$10,000 price tag, a thousand dollars dearer than last year's standard Tour Glide, is enough to sag the jaws of riders stepping off Shadows and such. Savants versed in Motor Company model code will recognize the "C" suffix, which stands for *Classic*—the top of the series line. In the case of the FLT, a C designation means you get once-optional goodies as standard equipment: two-tone paint and a

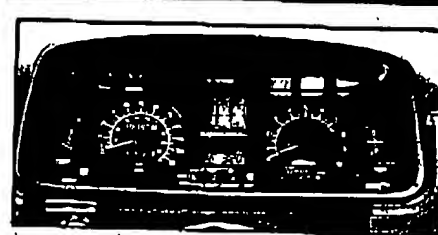
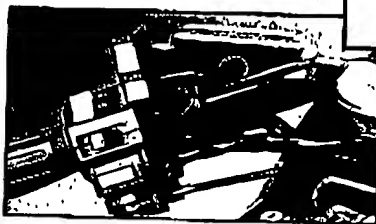
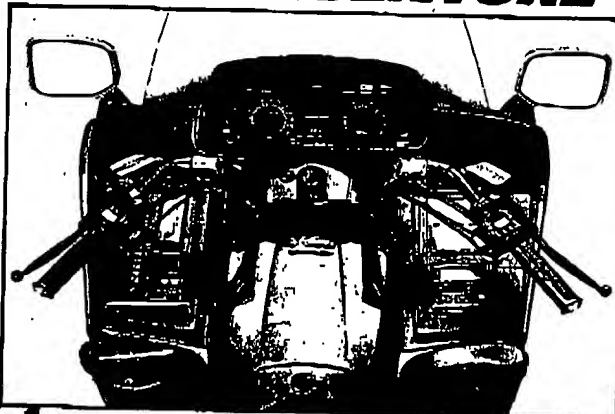
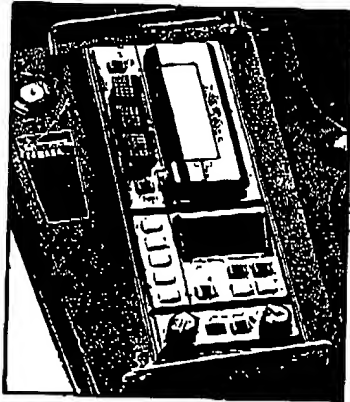


full brace of VDO instrumentation, including an analog clock, oil pressure and temperature gauges, and a voltmeter. Also included is Harley's new AM/FM cassette deck stereo system with

fairing-mounted speakers and handlebar controls.

We present the Classic Tour Glide here because the stripper Glide has been discontinued in '86. Over the years, the touring market has focused with increasingly exclusive concentration on the upper end of the economic scale—one has only to take a step inside the grounds of the annual Aspen-cade rally to realize touring in this country has become the unabashed *oeuvre*, while the traditional low-ball models have steadily dropped out of sight: The standard Gold Wing is no more, ditto the Venture; even the classic (with a small "C") four-speed Electra Glide faded into history last season. Harley-Davidson will offer the C-model as an option only with the Electra Glide; all Tour Glides manufactured in 1986

YAMAHA VENTURE



PHOTOGRAPHY: SCOTT DAROUGH

CLOUDS ON WHEELS

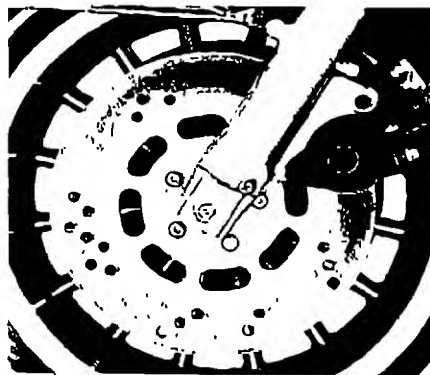
□ No experience in motorcycling carries the same air of extravagance as the acquisition of a top-of-the-line touring rig. In a land filled with hundreds of miles of arrow-straight, super-slab interstates stretched even longer by a 55-mph speed limit, "American-style touring" has for most riders come to be measured by the plushness of the suspension, the fullness of the fairing and the inventory of gadgets.

AM/FM stereo cassette decks perhaps best represent the line of demarcation between the plain-Jane functional motorcycles and the luxury liners. All the top-of-the-line Japanese cruisers—the Honda Gold Wing Limited Edition, Kawasaki Voyager, Suzuki Cavalcade LX and Yamaha Venture Royale—carry fairly elaborate sound systems, but within the group we see a variety of features. Wind and traffic noise make automatic volume control desirable on a motorcycle, and of the four bikes mentioned only Kawasaki lacks the

useful device which increases volume as speed or surrounding noise rises; with all the others the rider can adjust the amount of gain to personal taste. Putting an eye toward passenger comfort, Suzuki provides controls for station selection and for cassette-player volume in the pillion area, while Honda includes an additional pair of speakers mounted on the lid of the Limited's travel trunk. All four systems offer auto-reverse, minimizing the need to fumble with cassette tapes while on the road. Audiophiles will admire those sound systems featuring Dolby noise reduction and metal-tape bias modes, but on a motorcycle the greatest limitations on sound quality stem from space restrictions; cramped quarters in their fairings limit motorcycles to smallish speakers with little separation distance. All four luxury liners offer the convenience of handlebar-mounted station-tuning controls, and mute buttons let riders zap out commercials or tone down the volume at stoplights. Optional CB radio and intercom systems often fatten up these already

will carry the FLTC designation, and all (including the C-model Electra Glide) will be priced barely a full-course dinner shy of 10 grand.

The Tour Glide's fairing is in every way a better piece than the Electra Glide's, and its effect on handling, efficiency and comfort is instantly apparent when climbing aboard the FLT after a ride astride the Electra Glide. In fact, the two Glides, identical but for the fairings, feel like entirely different animals from the saddle. The Electra screen is mounted on the handlebar (thus the "H" in this FL's model designation), the Tour Glide's bolted to the engine guardrails, and this has a profound effect. Low-speed maneuvering on the Tour Glide takes a deal less grunt at the handlebar, curves are negotiated with more precision, and stability at highway

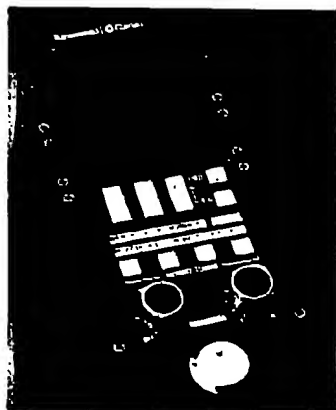


speed is significantly enhanced. Coverage from wind blast is excellent everywhere above the knees on the Tour Glide, and the screen itself is lower, allowing even short riders an unob-

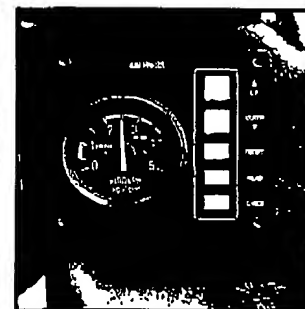
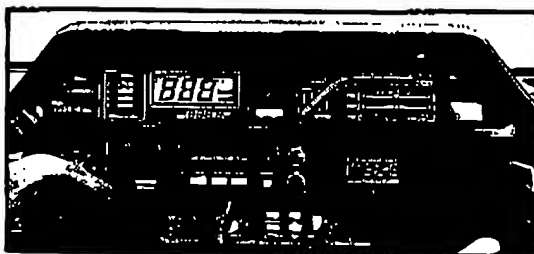
structed view of the road.

Coastdown figures further illustrate the efficiency of the Tour Glide's screen: It takes just over 19 horsepower to push Kawasaki's massive Voyager down the highway at 60 mph, and the Tour Glide uses 18.7 horses. Our Tour Glide turned in consistent figures of high and middle 40s both while cruising on the highway and backroad exploring, giving an average of just over 45 mpg on regular fuel. The Electra Glide, ridden at a sedate pace on the freeway up to Laguna Seca and back, returned 37.3 miles per gallon—a difference of almost eight mpg, or over 20 percent. (Even at 45 mpg, however, the Tour Glide's relatively small fuel tank gives it the least cruising range of any contemporary full-dress tourer.)

This Tale of Two Fairings paints a



KAWASAKI VOYAGER



complete sound packages.

Like music, cruise control can be a godsend on a long trek, combating fatigue and boredom. Again, all the manufacturers but Kawasaki include this feature. Note, however, that not all cruise controls are created equal. Yamaha's system can be set at only one position, while Suzuki's version includes controls for resume, speed-increase and speed-decrease. Honda's cruise control is the most elaborate of the group: its increase and decrease controls have a tap-up or tap-down feature that allows the pilot to alter set speed in one-mph increments.

Since the payload these behemoths carry can vary from one day to the next, it makes sense for the manufacturers to equip them with self-contained air compressors to allow convenient ride-height adjustment. Once again, not all sys-

tems are equal. The Honda and Yamaha offer manual and automatic air pressure adjustment front and rear, Kawasaki provides manual adjustment front and rear, and the Suzuki system automatically corrects ride height by altering only the rear suspension. Additionally, the Yamaha and Kawasaki rear suspension systems offer adjustable rebound damping, useful once the interstate gives way to curvy secondary roads. As a bonus, the Honda and Suzuki carry an additional air outlet and hose to fill tires out in the middle of nowhere and blow up air mattresses in camp.

Furthermore, the air compressor in Suzuki's Cavalcade pumps up three air cushions in the passenger's seat and backrest, a unique and welcome accessory for your pillion mate; the passenger's floorboards offer two-position adjustability; and, like the Voyager's, the Cavalcade's travel-trunk/

LOOK WHO'S IN THE



333286. "Exhilarating!"—*Variety*. #1 album & hit One More Night; Sussudio; etc.



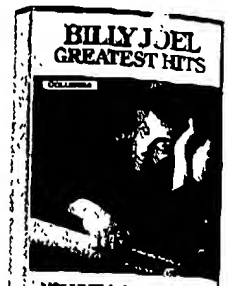
336305. "Solidly rocking!"—*Cash Box*. Hi/MTV video Sentimental Street; more.



335820. "Top Australian band!" *Cash Box*. Hit Just As I Am, plus Make It Right; etc.



336511 * "Intense!"—*Billboard*. Hi/MTV video Lay It Down; Give It All; etc.



336396/336390. You're Only Human; ... Longest Time; Up-town Girl; Piano Man; etc.

335646 [CD] PAUL YOUNG IN SECRET OF ADDICTION	337287 [CD] DEPECHE MODE People Are People	336730* [CD] "WORLD AL" Various Artists Dance to the Rhythms	336960* [CD] TWISTED SISTER UNDER THE BLADE	336310* [CD] PRINCE & THE NEW POWER GENERATION THE LOVE MACHINE	337196* [CD] ORIGINAL SOUNDTRACK ST. ELMO'S FIRE
339286 [CD] BENNETT AMP BROTHERLY LOVE	336932* [CD] COCK ROBIN	336917* [CD] A-HA HAPPY NOW AND LONELY	336487 [CD] TOMMY LEE GROUNDED	336379* [CD] WELLS Long Way To Heaven	336528* [CD] VETERAN 20th Anniversary Edition
336347* [CD] KIM CARNES Barking At Airplanes	336208 [CD] ATLANTA	336786 [CD] JOHNNY LEE KEEP ME HANGIN' ON	336778 [CD] MARK WILLIAMS JR. RIVE-O	336802* [CD] DON JOVI 7800 PAINWHEE	336888 [CD] THE STATLER Partners in Rhyme
337246* [CD] DEAD OR ALIVE YOUTHQUAKE	336281 [CD] MILES DAVIS You're Under Arrest	336426 [CD] CRYSTAL GAYLE WANTS TO BE A LOVER	336417 [CD] ERIC CLAPTON BEHIND THE SUN	336474 [CD] THE WHITES Whole New World	337529 [CD] LONE JUSTICE
333977* [CD] MARY JANE GIRLS ONLY FOUR YOU	336232* [CD] RICK JAMES CLOW	336480 [CD] ANIMATION	336494 [CD] THE BEST OF REBA MCKENTRE	337850 [CD] GREAT LOVE SONGS OF THE 1950s-1970s	334963 [CD] MEL MCDEMUEL LET IT ROLL
336770* [CD] PERFECT ORIGINAL SOUNDTRACK	334166 [CD] GEORGE STRAIT GREATEST HITS	337306 [CD] TANY WHEAT SUNNY SIDE	337860* [CD] ROCK & THE GANG EMERGENCY	337744* [CD] JULIAN LENNON VALLOTTE	334618 [CD] AMY GRANT A Christmas Album
336819* [CD] JEFF BECK FLASH	334110 [CD] CHARLY MCCLAIN RADIO HEART	336903 [CD] WHAM MAKE IT BIG	337866 [CD] PAND ANKA Live	337215 [CD] JOHN CONLEE "BLUE HIGHWAY"	334430 [CD] CONWAY TWITTY DON'T CALL ME A COWBOY
336838* [CD] Y & T OPEN FIRE	337309 [CD] THE KENDALLS Two Heart Harmony	336925 [CD] GLENN FRY THE ALLNIGHTER	336845 [CD] PAT BENATAR TROPICO	336845 [CD] JULIO IGLESIAS 1100 Best of the 1980s	337187 [CD] DON MENLEY BUILT FOR THE NIGHT
336729* [CD] CAROLINA PATTON NIGHT DREAMS	337163 [CD] JOHNNY MARTIN LIVE	336237 [CD] RAY CHARLES FRIENDSHIP	336902* [CD] TINA TURNER PRIVATE DANCER	336835 [CD] PURPLE THE NEW POWER GENERATION	337795 [CD] AL JARREAU HIGH CRIME
335117 [CD] JOHN SCHNEIDER TITTY TO OUTRIDE THE WIND	336928* [CD] DOKKEN TOOTH AND NAIL	336870 [CD] CYNTHIA LAUPER SHE'S SO UNUSUAL	336478* [CD] MADONNA	336882 [CD] VAN HALEN 1984	337249 [CD] RAY STEVENS THE PINK PONY
336967 [CD] ALICE COOPER HEAVENLY CREATURES	336837 [CD] LINDA RONSTADT LUSH LIFE	336939 [CD] CHICKEN HARVEST	336218 [CD] LARRY CARLISLE THE GULF STREAM	337281 [CD] LIONEL RICHIE Can't Slow Down	336966 [CD] OAK RIDGE BOYS GREATEST HITS. 2
336641 [CD] KIDNEY ROEGERS LOVE IT	336808* [CD] SURVIVOR VITAL SIGNS	336870 [CD] BARBRA STREISAND Graceland Hits Vol. 2	336841 [CD] ELTON JOHN GREATEST HITS	337281 [CD] BILLY JOEL An Innocent Man	336814 [CD] NEW EDITION
336037* [CD] South Side & The Lovers The Best of the 1960s	336936 [CD] BARBARA MANOGL LIVE ON THE EDGE	336907 [CD] AIR SUPPLY GREATEST HITS	336836 [CD] MARTY ROBBINS BIGGEST HITS	336889 [CD] MICHAEL JACKSON THRILLER	336884 [CD] WYNTON MARSALIS Hot House Flowers
336072 [CD] BEVERLY HILLS COP	336858 [CD] ELTON JOHN Breaking Hearts	336933* [CD] EDDIE MURPHY COMEDIAN	336814 [CD] DURAN DURAN RIO	336814 [CD] Frank Sinatra's Greatest Hits Vol. 1	336997 [CD] FRANK SINATRA L.A. IS MY LADY
336197 [CD] FOREIGNER Agent Provocateur	337330 [CD] THE BEST OF MICHAEL JACKSON	336874 [CD] RAY CONNIFEE GREATEST HITS	336807 [CD] GREAT HITS Vol. 2	336851 [CD] WYNTON MARSALIS The New Power Generation	336910 [CD] RICKY SCAGGS COUNTRY BOY
336240* [CD] COMODORES NIGHTSHIFT	336867 [CD] Fernando & The Four Concert For Lovers	336273 [CD] MODE BANDO BARROOM ROSES	336877 [CD] Simon & Garfunkel's Greatest Hits	336824 [CD] MURRAY & THE NEWS THE NEWS - SPORTS	336444 [CD] MOTLEY CRUE SHOUT AT THE DEVIL
336688 [CD] GORDON THOMAS AND THE CRYSTAL BALL	336834* [CD] CONNIE FRANCIS GREATEST HITS	336804 [CD] CREDENCE CLEARWATER AND THE COMET 4 THE COMET 4	336828 [CD] ARTHUR BELL GREATEST HITS	336882 [CD] KENTucky HEARTS	336882 [CD] KENTucky HEARTS
336448 [CD] SAWYER BROWN	336858* [CD] BILLY OCEAN SUDDENLY	336804 [CD] CREDENCE CLEARWATER AND THE COMET 4 THE COMET 4	336828 [CD] ARTHUR BELL GREATEST HITS	336882 [CD] KENTucky HEARTS	336882 [CD] KENTucky HEARTS
336000 [CD] BEST OF EXILE	336804 [CD] CREDENCE CLEARWATER AND THE COMET 4 THE COMET 4	336804 [CD] CREDENCE CLEARWATER AND THE COMET 4 THE COMET 4	336828 [CD] ARTHUR BELL GREATEST HITS	336882 [CD] KENTucky HEARTS	336882 [CD] KENTucky HEARTS
336109 [CD] LEE GREENWOOD GREATEST HITS	336804 [CD] CREDENCE CLEARWATER AND THE COMET 4 THE COMET 4	336804 [CD] CREDENCE CLEARWATER AND THE COMET 4 THE COMET 4	336828 [CD] ARTHUR BELL GREATEST HITS	336882 [CD] KENTucky HEARTS	336882 [CD] KENTucky HEARTS
336702* [CD] ROCKY HORROR SHOW	336804 [CD] CREDENCE CLEARWATER AND THE COMET 4 THE COMET 4	336804 [CD] CREDENCE CLEARWATER AND THE COMET 4 THE COMET 4	336828 [CD] ARTHUR BELL GREATEST HITS	336882 [CD] KENTucky HEARTS	336882 [CD] KENTucky HEARTS
336807* [CD] CARLY SIMON SPOILED GIRL	336804 [CD] CREDENCE CLEARWATER AND THE COMET 4 THE COMET 4	336804 [CD] CREDENCE CLEARWATER AND THE COMET 4 THE COMET 4	336828 [CD] ARTHUR BELL GREATEST HITS	336882 [CD] KENTucky HEARTS	336882 [CD] KENTucky HEARTS
336939* [CD] WHITNEY HOUSTON	336804 [CD] CREDENCE CLEARWATER AND THE COMET 4 THE COMET 4	336804 [CD] CREDENCE CLEARWATER AND THE COMET 4 THE COMET 4	336828 [CD] ARTHUR BELL GREATEST HITS	336882 [CD] KENTucky HEARTS	336882 [CD] KENTucky HEARTS
336810 [CD] THE GOOMIES	336804 [CD] CREDENCE CLEARWATER AND THE COMET 4 THE COMET 4	336804 [CD] CREDENCE CLEARWATER AND THE COMET 4 THE COMET 4	336828 [CD] ARTHUR BELL GREATEST HITS	336882 [CD] KENTucky HEARTS	336882 [CD] KENTucky HEARTS

COLUMBIA RECORD
& TAPE CLUB NOW
INVITES YOU TO TAKE

11 ALBUMS-1¢

PLUS A BONUS ALBUM FREE!

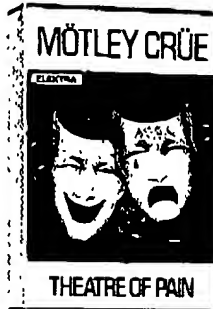
If you join the Club now and agree to buy 8 more selections (at regular Club prices) in the coming 3 years

plus shipping
and handling

CLUB NOW!



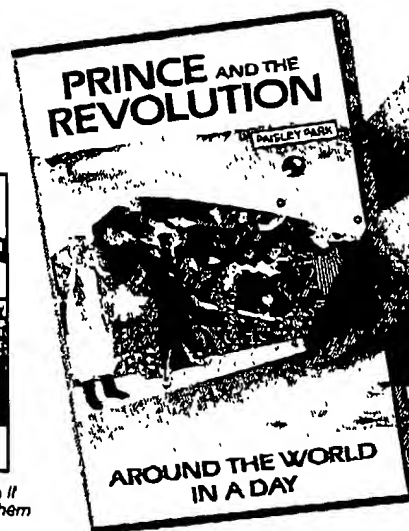
331645. Top 10 album smash! #1 title hit; *Material Girl*; *Angel*; etc.



336719. Prime metal on the hit *Smokin' in the Boys Room*, plus *Use It Or Lose It*; more.



336668. Hit & MTV smash *If You Love Somebody Set Them Free*; etc.



335562. "Prince's finest hour!"—*N.Y. Times* #1 album! Top 10 *Raspberry Beret*; etc.

336332* DIRE STRAITS Brothers in Arms	336875* R.E.M. Rapid Rotation of the Gears	337182* ARETHA FRANKLIN SHE'S SO GOOD BY NOW?	336872 THE BEACH BOYS L.A. Sessions	336832* BRYAN FERRY BOYS AND GIRLS	336604 MEN AT WORK TWO HEARTS
336792 JOHN ANDERSON TOKYO, OKLAHOMA	336603 BARBARA MANRIELL GREATEST HITS	336743* SPYRO GYRA ALBUQUERQUE	336539 MERLE HAGGARD HIS BEST	336727 VERN GOSDIN Time Stood Still	334052 TOM PETTY SOUTHERN ACCENTS
337089* DEPECHE MODE Some Great Reward	336297* CLEO LANE That Old Feeling	336324* TIL TUESDAY VOICES CARRY	336404* LUTHER WALKER THE MOST PELLUCID	336358* CHEAP TRICK STUNNED ON THE EDGE	336422 JAMIE PRITCH SCHEDULED CLASH FIRE
334408 15 TOP TEN HITS of the 1970s & 80s	336920 LAURA BRANIGAN SELF CONTROL	337188 EAGLES GREATEST HITS - VOLUME 2	336233 LURENCE LURENCE	334994 THE CARB HEARTBEAT CITY	332800 DAN ROGELBERG High Country Shores
334003 RONNIE McDOWELL IN A NEW YORK MINUTE	337168 DAN FOGELBERG GREATEST HITS	337351 DIANA ROSS GREATEST HITS	337324 WILLIE NELSON ALWAYS ON MY MIND	334921 SPECIAL K FOOTLOOSE	334375* DEBARGE Rhythm of the Night
330367 RICHARD CLAYDERMAN AMOUR	331427 BEST OF BREAD	336287 THE BEST OF NAT KING COLE	333195 GEORGE BENSON 2020	332172 ANNE VOLLENWEIDER WHITE NOISE	336214 ROBERT PLANT SHEDDEN'S SHED
332972 STEVIE WONDER The Woman in Red	334668 JIM CROCE HOLLYWOOD	334995 BEST OF THE BEACH BOYS	336927* MARVIN GAYE Dream of a Lifetime	332332* SADE DIAMOND LIFE	336349* JOHN CAPPARETTI AND THE BURNING FISH TOUGH ALL OVER
336512 NIGHT RANGER Midnight Madness	336992 LONEL RICHIE	334453 NEIL DIAMOND 12 GREATEST HITS	*Available on records and cassettes only		
332620 Bruce Springsteen Born in the U.S.A.	334687 WALTON THE FOUR SEASONS	336713 NANCY WILLIAMS, JR. GREATEST HITS	© 1985 Columbia House		
336904 JOHN SCHWEIDER The Good to Sleep Home	332736* RATT OUT OF THE CELLAR	332758 CHICAGO 17			
330183 RED SPEEDWAGON Where Art Thou?	332704 THE JACKSONS VICTORY	333250 DAVID LEE ROTH Crazy From The Heat			
332344 WILLIE NELSON ME AND PAUL	332344 BRYAN ADAMS RECKLESS	332375* MICK JAGGER SHE'S THE BOSS			
336943 LACY LALON FROM YOUR HEART	332294 THE FARM	336925 ROSANNE CASH Rhythm and Romance			

Yes, just take a look at the superstars and super hits that the Columbia Record & Tape Club now offers. Over 210 in all to choose from—and you may have ANY 11 for only a penny! To get your 11 tapes or records, simply fill in and mail the application together with your check or money order for \$1.86 as payment (that's 1¢ for your first 11 selections, plus \$1.85 to cover shipping and handling). And if you also fill in the Bonus Box, you'll get an extra album free. In exchange, you simply agree to buy 8 more tapes or records (at regular Club prices) in the next three years—and you may cancel membership anytime after doing so.

How the Club operates: every four weeks (13 times a year) you'll receive the Club's music magazine, which describes the Selection of the Month for each musical interest...plus hundreds of alternates from every field of music. In addition, up to six times a year you may receive offers of Special Selections. Usually at a discount off regular Club prices, for a total of up to 19 buying opportunities.

If you wish to receive the Selection of the Month or the Special Selection, you need do nothing—it will be shipped automatically. If you prefer an alternate selection, or none at all, fill in the response card always provided and mail it by the date specified. You will always have at least 10 days to make your

decision. If you ever receive any Selection without having 10 days to decide, you may return it at our expense.

The tapes and records you order during your membership will be billed at regular Club prices, which currently are \$7.98 to \$9.98—plus shipping and handling. (Multiple-unit sets and Double Selections may be somewhat higher.) And if you decide to continue as a member after completing your enrollment agreement, you'll be eligible for our money-saving bonus plan.

10-Day Free Trial: we'll send details of the Club's operation with your introductory shipment. If you are not satisfied for any reason whatsoever, just return everything within 10 days for a full refund and you will have no further obligation. So you risk absolutely nothing by acting now!

Special Start-Your-Membership-Now Offer: you may also choose your first selection right now—and we'll give it to you for at least 60% off regular Club prices (only \$2.99). Enclose payment now and you'll receive it with your 11 introductory selections. This discount purchase reduces your membership obligation immediately—you'll then be required to buy just 7 more selections (instead of 8) in the next three years. Just check the box in application and fill in number you want.

Note: All applications are subject to review; Columbia House reserves the right to reject any application.

Fill in this box for your bonus album!

Columbia Record & Tape Club P.O. Box 1130, Terre Haute, Indiana 47811

I am enclosing check or money order for \$1.86 (which includes 1¢ for my 11 selections, plus \$1.85 for shipping and handling). Please accept my membership application under the terms outlined in this advertisement. I agree to buy eight more tapes or records (at regular Club prices) in the next three years—and may cancel membership at any time after doing so.

Write in numbers of 11 selections		

Send my selections in this type of recording (check one):

☐ Cassettes ☐ Records ☐ 8-Track Cartridges

My main musical interest is (check one):
(But I may always choose from any category)

<input type="checkbox"/> HARD ROCK Bruce Springsteen, Van Halen, Foreigner	<input type="checkbox"/> SOFT ROCK Madonna, Lionel Richie, Billy Joel	<input type="checkbox"/> POP Barbra Streisand, Barry Manilow, Neil Diamond
<input type="checkbox"/> COUNTRY Willie Nelson, George Jones, Oak Ridge Boys	<input type="checkbox"/> EASY LISTENING Carpenters, Mantovani Orch., Johnny Mathis	<input type="checkbox"/> CLASSICAL (no 8-tracks) <input type="checkbox"/> JAZZ (no 8-tracks)

☐ Mr. ☐ Mrs. ☐ Miss
(Please Print) First Name Initial Last Name

Address Apt. No.

City

State Zip

Do you have a telephone? (Check one) ☐ Yes ☐ No 281/85

Do you have a credit card? (Check one) ☐ Yes ☐ No

Offer not available in APO, FPO, Alaska, Hawaii, Puerto Rico; write for details of alternative offer. Canadian residents serviced from Toronto.

☐ Also send my first selection for at least 60% discount, for which I am also enclosing additional payment of \$2.99. I then need buy only 7 more in the next three years.

SNH/BJ SNJ/AF SNK/ZE SNL/ZF

FLTC TOUR GLIDE

striking picture of the labyrinth in which the new Harley-Davidson Motor Company finds itself in its push toward modernization: The only debits we could uncover to the Tour Glide's rounded screen were less speaker separation for the stereo, locking glove compartments which are unlined, allowing loose items to gravitate freely toward the dual headlights, and the FLT's undeniably stubby appearance. This last is coffin-nail stuff: Despite the superior performance and comfort of the Tour Glide, it's the Electra Glide's traditional look, according to H-D spokesmen, that continues to outsell FLT function two to one.

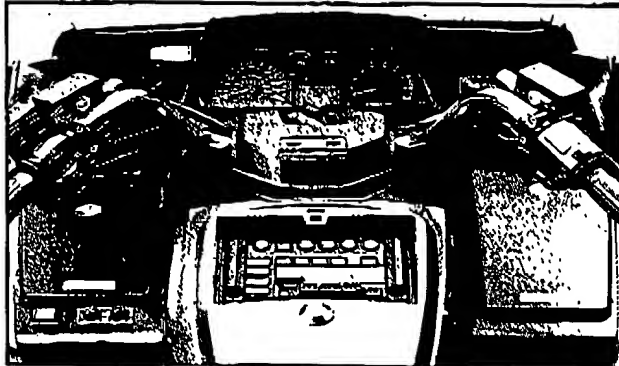
But wait: Might speaker separation really be the kicker? Certainly Harley's



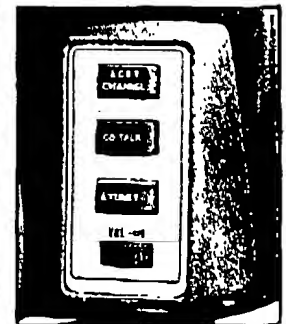
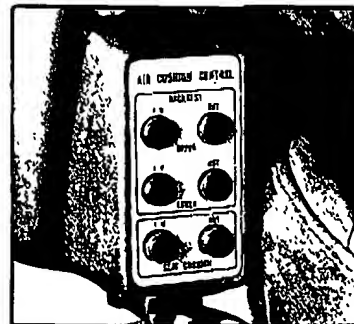
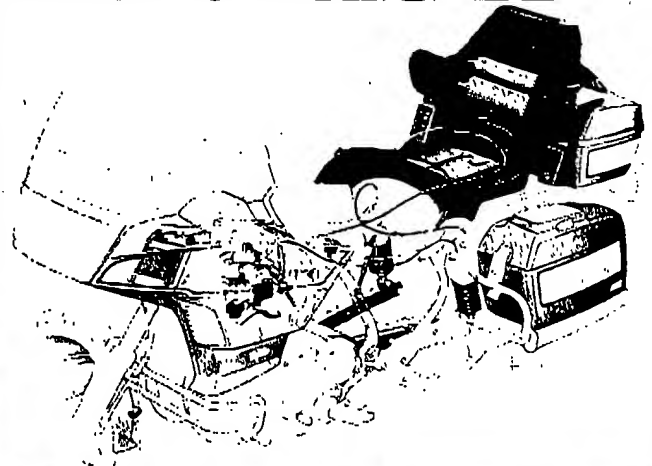
new stereo system is a strong selling point with the FL Classics. The new unit features all the latest gadgetry in on-board sound: AM, FM and CB reception

with seek and scan functions, metal cassette tape capability with Dolby, and handlebar controls for volume and channel selection. Reception is excellent, tone as clear as the best motorcycle stereos currently available, worlds ahead of Harley's ancient Motorola, and at 20 watts per channel the system is more than adequately powerful. It is also expensive. Retrofitting the radio to earlier Glides would cost audiophiles somewhere on the order of \$800. Happily the stereo system comes as standard equipment on all '86 FL Classics.

Standard equipment, too, is a full complement of load-carrying gear: a pair of saddlebags and TourPak luggage trunk. Though capacity of the various bags and trunks is close to the standard of those on Japanese tourers, quality, finish and basic design are not:



SUZUKI CAVALCADE



CLOUDS ON WHEELS

backrest slides fore and aft to suit the passenger's riding posture.

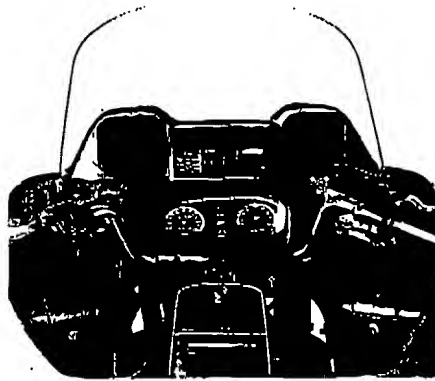
Each of the four big touring bikes boasts varying degrees of LCD instrumentation, with Kawasaki and Honda the clear leaders—only their odometers are analog, a legal requirement. In addition to LCD, the Voyager and Gold Wing LTD also feature full-on trip computers, wonderfully entertaining over the long haul, say, between Los Angeles and Las Vegas. Perhaps the most useful modes are for fuel consumption rate and remaining range. The average speed calculators create a new type of on-the-road challenge, but some of the gadgets border on silliness. For instance, the Voyager's compass is clever but hardly functional, and the LTD's flashy time-zone display falls into the category of true uselessness. What's arguably the most useful of all accessory

instrumentation is a clock, which all the big rigs do include. Not one manufacturer, however, has seen fit to install an onboard thermometer, though Honda offers an air temperature gauge through its Hondaline accessories group.

Of course, you'll pay a premium for these accessory-laden deluxe models. As an extreme example, the \$10,000 LTD costs \$3800 more than a radioless but fully functional Gold Wing Interstate. In a country, though, where people think of you as an eccentric cheapskate if you don't drop three grand into accessories for your new car, these bikes

The locks and latches are potmetal pieces, awkward and unreliable, the saddlebags must be half-emptied for access to the Dzus fasteners which hold them fixed behind their chrome-rail cradles, and the bags have 10 handles, making them a chore to carry once detached. The luggage system is quite waterproof, but no inner liners are provided, assuring that the smell of fiberglass resin soon impregnates every stitch of clothing and calorie of food they carry, and care must be taken when stowing a full-face helmet of standard size in the luggage trunk to avoid marring by a central trough molded into the lid.

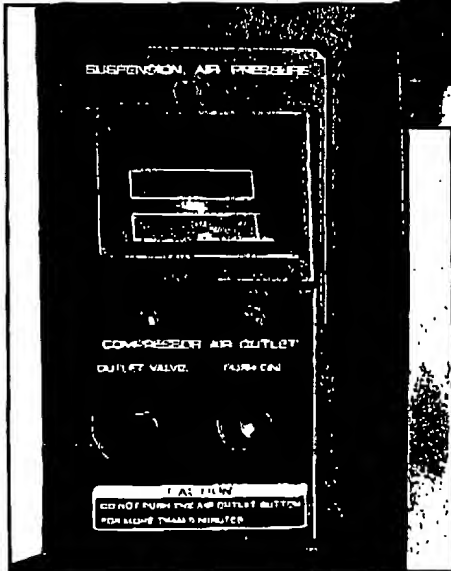
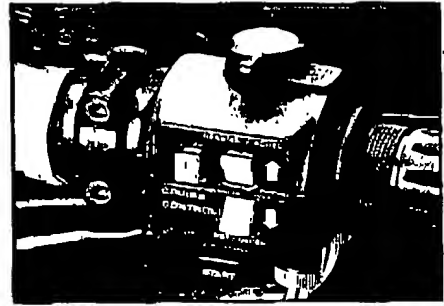
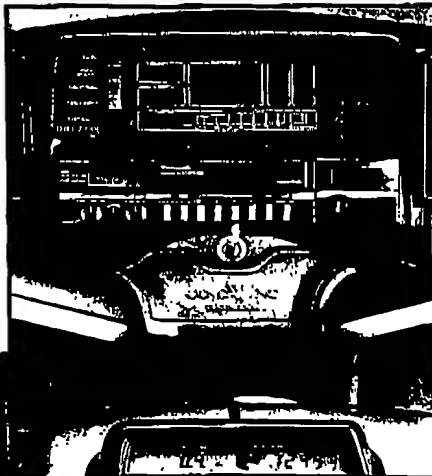
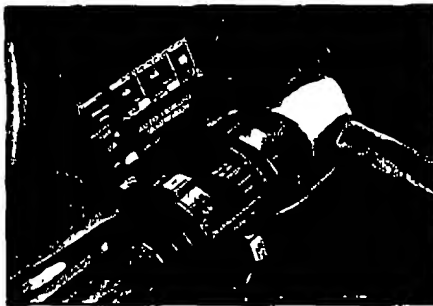
Ergonomically, the FLTQ is a curious blend of spacious and cramped quarters. Addressing the moderately up-swept handlebar places the rider in the



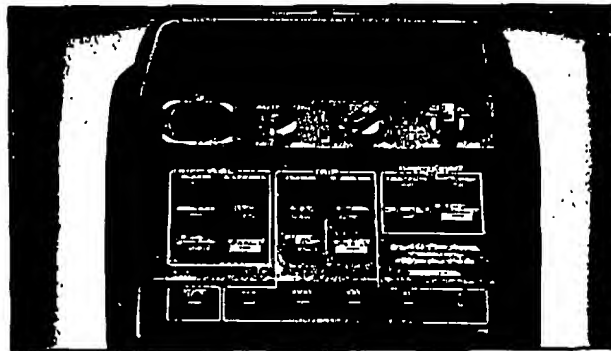
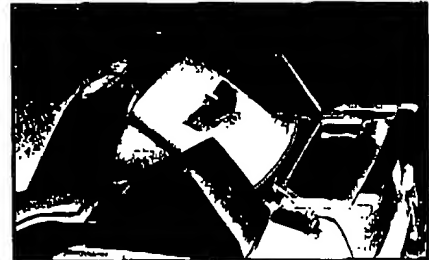
sort of alert/relaxed posture that can be comfortably maintained for hours, yet the raised edge of the pilot's seatback locks him into a position slightly far-

ward. The floorboards, even when screwed into their lowest positions, are a touch too high for taller riders, whose search for relief finds them resting feet. Lowrider-style, on the engine guards much of the time. The seat, though wide and plush, offers little support for the rider's thighs, and shortish passengers must stretch to make contact with their floorboards.

Tour Glide controls remain pure Harley—that is, massive; shamelessly, almost elegantly crude, they require forceful, assertive inputs. Clutch action is ponderous and at times grabby; cog selection with the five-speed transmission takes a sustained, decisive force at the enormous chromium heel/toe shifter. The FLTQ's disc brakes, mated to an anti-dive system that separates the air in the fork tubes from a large-



HONDA GOLD WING LTD



are just another expression of our infatuation with complex, clever entertainment devices, devices which transform our vehicles from mere practical transportation into enjoyable toys, and which bring out the envy in our neighbors. If you doubt that for a minute, tell us why virtually all the Japanese companies have dropped their sans-fairing touring bikes,

and why Harley has added such a well-appointed dashboard. You probably needn't look past your remote garage-door opener, your telephone answering machine, or your programmable VCR. You've been hooked all along. And it's great.

—Ken Lee

18 OCT 1985

FLTC TOUR GLIDE

volume air reservoir in the engine guard-rails when the pucks clamp down, respond best to a white-knuckle clench, but the anti-dive system works well and the triple discs haul the FLTC down from 60 in the same distance as the Gold Wing's integrated braking system.

Riding the Tour Glide, or any Milwaukee product for that matter, requires a certain psychic transition from the world of Japanese motorcycles. Riders have to alter their sense of speed and riding style—"get their minds right" as the company spokesman explained—to get real satisfaction out of the Harley. Nothing may be done quickly or halfheartedly aboard the Tour Glide, but deliberately, attentively, sometimes cautiously. The hand switches have an old-timey eccentricity about them: even after a week aboard the FLTC, the new Harley rider responds to traffic in his lane with a vicious stab at the turn signal.

Some qualities refuse to respond to adaptation: The Dunlop Touring Elite tires are excellent, grippy rubber, suggesting an aptitude for cornering traction that the FLTC's limited ground clearance quashes with a rude, grinding surprise. Twice we ventured into turns two-up on the Tour Glide at what seemed a moderate speed to find the solid-mount floorboard supports levering the Dunlops off the road before the apex was in sight.

Okay, so mountain roads are pretty much off-limits for the Tour Glide. So what? On the open road, both FLTC and rider can relax, absorbing miles of territory in quiet comfort. Long, straightish highways bring out the best in the FLTC; the air suspension, even at maximum pressure, is smooth and supple, the Gates aramid-fiber drive belt silent and reliable, the fairing cuts air with the best of breed, and even the Tour Glide's weight, so ponderous in town, seems to enhance stability on the road.

But the Tour Glide's heart rests in its Evolution engine. Here a pair of 670cc pistons are thrashing up and down beneath you, yet, without benefit of counter-reciprocating masses, no tingling of the sort that sets your nerves on edge during the third hour on the road reaches the rider. Here is an engine that does not bake you in heat, force you bowlegged across an acre of engine case, or have you stirring the shifter to negotiate a slight breeze. Here is an engine, of ancient design by motorcycle standards, that pumps out more torque than the V-Max at 3500 rpm.

Now, a *Cycle* fable: Several years ago, this magazine decided to attack the question of engine vibration on motorcycles in a logical, orderly fashion.

Dollars flowed, engineers scribbled, sensors festooned footpegs, handlebars, seats. The answers that came back were the sort of thing that makes technicians take up hair shirts and yoga: Yes, one could measure vibration at selected points, on a motorcycle, and, yes, different bikes produced vibration of differing amplitude, frequency, bore and stroke, etc. But the numbers, collated and analyzed, could give no insight into what felt best to a human being, on a sunny day, riding a motorcycle down his favorite road.

The Harley Tour Glide is like that. You can quantify its shortcomings, compare its characteristics, tot up its list of credits and debits. In the end that misses the point. The FLTC is a motorcycle for

a certain type of riding and rider. It is not modern, complex or flashy, and, we believe, its days on the scene are numbered because the FLTC is also a machine that, faced with Japanese competition, does no one thing surpassingly well.

We suspect that Harley-Davidson, selling far more cruisers and Sportsters than full-dressers, will fiddle little with Glide-family appeal until a new generation—perhaps the long-awaited V-four Nova—is ready for production. When that happens, the true banner-standard of an original vision of excess across open spaces will pass, like Pullman coaches and the first, spellbinding Electra Glides themselves, quietly away.

TEST SPECIFICATIONS

Make and model . . . 1986 Harley-Davidson FLTC Tour Glide Classic
Price, suggested retail (as of 7/24/85) . . . \$9974
(\$10,034 in California)

Performance

Standing-start ¼ mile . . . 14.64 sec. @ 87.67 mph
Acceleration, 0-60 mph . . . 5.52 sec.
45-70 mph, top gears . . . (3) 4.72 sec., 407 ft.
(4) 5.52 sec., 471 ft.
(5) 9.76 sec., 794 ft.
Braking, 60-0 mph . . . 138.14 ft.
Engine-rpm @ 60 mph, top gear . . . 2789
Average fuel consumption rate . . . 45.1 mpg
(19.2 km/l)
Cruising range (main/reserve) . . . 194/32 mi.
(312/51 km)

Load capacity

(GVWR less curb weight) . . . 429 lbs. (194.6 kg)
Maximum speed in gears
@ engine redline . . . (1) 34 (2) 51
(3) 70 (4) 91 (5) 112

Engine

Type . . . Four-stroke, 45-degree V-twin;
air-cooled with pushrod-actuated valves;
two valves per cylinder
Bore and stroke . . . 88.8 x 108.0mm
(3.50 x 4.25 in.)
Piston displacement . . . 1338cc (81.7 cu. in.)
Compression ratio . . . 8.5:1
Carburetion . . . (1) Keihin 38mm
with butterfly valve
Exhaust system . . . Two-into-two
Ignition . . . Battery-powered, inductive,
magnetically triggered
Air filtration . . . Oiled foam element
Oil filtration . . . Paper element, disposable
Oil capacity . . . 4.0 qts. (3.78 l)

Transmission

Type . . . Five-speed, constant-mesh,
wet-clutch
Primary drive . . . Twin-row chain;
24/37 sprockets, 1.54
Final drive . . . Gates Poly Chain belt;
32/70, 2.19
Gear ratios (transmission) . . . (1) 31/18 x 17/32, 3.24
(2) 27/23 x 17/32, 2.21 (3) 23/27 x 17/32, 1.60
(4) 19/29 x 17/32, 1.23 (5) direct, 1.00
Gear ratios (overall) . . . (1) 10.93 (2) 7.45
(3) 5.40 (4) 4.18 (5) 3.37

Chassis

Type . . . Double-downtube, full-cradle frame;
box-section-steel swing arm
Suspension, front . . . Center-made fork with
42mm tubes, anti-dive valving,
and 4.6 in. (117mm) of travel
rear . . . (2) air-assisted shock
absorbers, producing 3.0 in.
(76mm) of rear-wheel travel
Wheelbase . . . 62.9 in. (1598mm)
Rake/trail . . . 26°/6.2 in. (157mm)
Brake, front . . . Hydraulic, dual-disc with
single-piston calipers
rear . . . Hydraulic, single-disc with
single-piston caliper
Wheel, front . . . Cast, 3.00 x 16
rear . . . Cast, 3.00 x 16
Tire, front . . . MT90S16 Dunlop K291T
Touring Elite
rear . . . MT90S16 Dunlop K291T
Touring Elite
Seat height . . . 31.3 in. (795mm)
Ground clearance . . . 5.8 in. (147mm)
Fuel capacity (main/reserve) . . . 43/0.7 gals.
(16.3/2.6 l)
Curb weight (full tank) . . . 787.5 lbs. (357.2 kg)
Test weight . . . 947.5 lbs. (429.8 kg)

Electrical

Power source . . . Three-phase AC generator,
310 watts
Charge control . . . Solid-state voltage
regulator/rectifier
Headlight beams (high/low) . . . 50/35 watts
Tail/stoplights . . . 6/27 watts
Battery . . . 12V 19AH

Instruments

Includes . . . Speedometer, odometer, tripmeter;
tachometer with 5200-rpm redline; fuel
gauge; analog clock; voltmeter; oil pressure
gauge; oil temperature gauge; indicators
for low oil pressure; high beam, neutral
Speedometer error,
30 mph indicated, actual . . . 30.63
60 mph indicated, actual . . . 60.29

Customer Service Contact

Harley-Davidson Motor Co., Inc.
3700 West Juneau Ave.
Milwaukee, WI 53201
(414) 342-4680